NORTHWESTERN PACIFIC RAILROAD CO.

51

TIME-TABLE

INTERURBAN TRAINS

To Take Effect Sunday, October 20, 1929, at 3:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

EDWARD H. MAGGARD,
President and General Manager

WM. N. NEFF,
General Superintendent

Northward — FIRST CLASS

Time-Table No. 51 — October 20, 1929

624	506	622	620	504	618	616	502	614	612	610	608	500	606	604	602	600	Distance from San Francisco	STATIONS
Lv. Sun. Only	Lv. Daily	Lv. Daily Ex. Sun.	Lv. Sun. Only	Lv. Daily	Lv. Daily Ex. Sun.	Lv. Sun. Only	Lv. Daily	Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.	Lv. Sun. Only	Lv. Sun. Only	Lv. Daily Ex. Sun.	Lv. Sun. Only	Lv. Sun. Only	Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.		
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
	7.45	7.45		7.15	7.15		6.45	6.45									0.0	SAN FRANCISCO
	8.17	8.17		7.47	7.47		7.17	7.17									6.5	SAUSALITO
	8.18	8.18		7.48	7.48		7.18	7.18	6.45			6.26					6.5	SAUSALITO
	8.31			8.01			7.31					6.34					12.6	CORTE MADERA
	8.33			8.03			7.33					6.35					13.0	BALTIMORE PARK
	8.35			8.05			7.35					6.36					13.4	LARKSPUR
	8.38			8.08			7.38					6.40					14.7	KENTFIELD
		8.35			8.05			7.35	7.02								15.5	ROSS
8.45	8.45	8.39	8.15	8.15	8.09	7.45	7.45	7.39	7.06	7.05	6.35	6.45	6.05	5.46	5.40	5.16	16.5	SAN ANSELMO
8.50		8.46	8.20		8.16	7.50		7.46	7.13	7.10	6.40		6.10	5.51	5.45	5.21	18.3	FAIRFAX
8.52		8.48	8.22		8.18	7.52		7.48	7.15	7.12	6.42		6.12	5.53	5.47	5.23	18.8	MANOR
	8.50			8.20			7.50					6.49					17.9	WEST END
	8.53			8.23			7.53					6.52					18.5	B STREET
	8.54			8.24			7.54					6.53					19.0	SAN RAFAEL
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
	10	4		11	2		6	1	4			11			4	4		Daily Ex. Sat., Sun. & Hol. Run
	10	4		11	2		6	1	4			11			4	4		Saturday Run
4	10		4	6		4	11			4	4		4	4				Sunday and Holiday Run

Southward — FIRST CLASS

STATIONS	601	603	‡501	605	607	503	609	611	505	613	615	507	617	619	509	621	623
	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Sun. Only	Ar. Sun. Only	Ar. Daily	Ar. Daily Ex. Sun.	Ar. Sun. only	Ar. Daily	Ar. Daily Ex. Sun.	Ar. Sun. Only	Ar. Daily	Ar. Daily Ex. Sun.	Ar. Sun. Only	Arrive Daily	Ar. Daily Ex. Sun.	Ar. Sun. Only
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
SAN FRANCISCO			6.32			7.05	7.05		7.35	7.35		8.05	8.05		8.35	8.35	
SAUSALITO			6.00			6.30	6.30		7.00	7.00		7.30	7.30		8.00	8.00	
SAUSALITO			5.55			6.25	6.25		6.55	6.55		7.25	7.25		7.55	7.55	
CORTE MADERA			5.42			6.12			6.42			7.12			7.42		
BALTIMORE PARK			5.40			6.10	6.13		6.40	6.43		7.10	7.13		7.40	7.43	
LARKSPUR			5.39			6.09			6.39			7.09			7.39		
KENTFIELD							6.10			6.40			7.10			7.40	
ROSS							6.08			6.38			7.08			7.38	
SAN ANSELMO	5.16	5.32	5.33	5.46	6.02	6.03	6.05	6.32	6.33	6.35	7.01	7.03	7.05	7.31	7.33	7.35	8.01
FAIRFAX		5.25			5.55		5.58	6.25		6.28	6.54		6.58	7.24		7.28	7.54
MANOR		5.24			5.54		5.57	6.24		6.27	6.53		6.57	7.23		7.27	7.53
WEST END	5.13		5.29	5.43		5.59			6.29			6.59			7.29		
B STREET	5.10		5.26	5.40		5.56			6.26			6.56			7.26		
SAN RAFAEL			5.25			5.55			6.25			6.55			7.25		
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Daily Ex. Sat., Sun. & Hol. Run	4	4	6			11	4		10	1		5	2		12	4	
Saturday Run	4	4	6			11	4		10	1		5	2		12	4	
Sunday and Holiday Run				4	4	6		4	11		4	6		4	10		4

Northward — FIRST CLASS

Time-Table No. 51 — October 20, 1929

518	642	640	516	638	636	514	634	632	512	630	510	628	508	626	STATIONS
Lv. Daily	Lv. Sun. Only	Lv. Daily Ex. Sun.	Lv. Daily	Lv. Sun. Only	Lv. Daily Ex. Sun.	Lv. Daily	Lv. Sun. Only	Lv. Daily	Lv. Daily	Lv. Daily	Lv Daily	Lv. Sun. Only	Lv. Daily	Lv. Daily Ex. Sun.	
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
11.45	11.45		10.45	10.45		9.45	9.45		9.15		8.45		8.15	8.15	SAN FRANCISCO
12.17	12.17		11.17	11.17		10.17	10.17		9.47		9.17		8.47	8.47	SAUSALITO
12.18	12.18		11.18	11.18		10.18	10.18		9.48		9.18		8.48	8.48	SAUSALITO
12.31			11.31			10.31			10.01		9.31		9.01		CORTE MADERA
12.33			11.33			10.33			10.03		9.33		9.03		BALTIMORE PARK
12.35			11.35			10.35			10.05		9.35		9.05		LARKSPUR
12.38			11.38			10.38			10.08		9.38		9.08		KENTFIELD
	12.35			11.35			10.35							9.05	ROSS
12.45	12.39	11.45	11.45	11.39	10.45	10.45	10.39	10.15	10.15	9.45	9.45	9.15	9.15	9.09	SAN ANSELMO
	12.46	11.50		11.46	10.50		10.46	10.20		9.50		9.20		9.16	FAIRFAX
	12.48	11.52		11.48	10.52		10.48	10.22		9.52		9.22		9.18	MANOR
12.50			11.50			10.50			10.20		9.50		9.20		WEST END
12.53			11.53			10.53			10.23		9.53		9.23		B STREET
12.54			11.54			10.54			10.24		9.54		9.24		SAN RAFAEL
PM.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
6		4	12		4	6		1	11	4	12		6	1&4	Daily Ex. Sat., Sun. & Hol. Run
10		4	12		4	6		2	11	4	12		6	1&4	Saturday Run
13	4&5		6	1		10	4	1	12	1	11	4	5		Sunday and Holiday Run

Southward — FIRST CLASS

STATIONS	511	625	627	513	629	515	631	517	633	635	637	519	639	641	521
	Arrive Daily	Ar. Daily Ex. Sun.	Ar. Daily	Arrive Daily	Ar. Daily	Ar. Daily	Ar. Daily Ex. Sun.	Ar. Daily	Ar. Sun. Only	Ar. Sun. Only	Ar. Daily Ex. Sun.	Ar. Daily	Ar. Sun. Only	Ar. Daily Ex. Sun.	Ar. Daily
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
SAN FRANCISCO	9.05	9.05		9.35		10.05		10.32	10.32			11.32	11.32		12.32
SAUSALITO	8.30	8.30		9.00		9.30		10.00	10.00			11.00	11.00		12.00
SAUSALITO	8.25	8.25		8.55		9.25		9.55	9.55			10.55	10.55		11.55
CORTE MADERA	8.12			8.42		9.12		9.42				10.42			11.42
BALTIMORE PARK	8.10	8.13		8.40		9.10		9.40	9.43			10.40	10.43		11.40
LARKSPUR	8.09			8.39		9.09		9.39				10.39			11.39
KENTFIELD		8.10							9.40				10.40		
ROSS		8.08							9.38				10.38		
SAN ANSELMO	8.03	8.05	8.31	8.33	9.01	9.03	9.31	9.33	9.35	10.08	10.31	10.33	10.35	11.31	11.33
FAIRFAX		7.58	8.24		8.54		9.24		9.28	10.02	10.24		10.28	11.24	
MANOR		7.57	8.23		8.53		9.23		9.27	10.00	10.23		10.27	11.23	
WEST END	7.59			8.29		8.59		9.29				10.29			11.29
B STREET	7.56			8.26		8.56		9.26				10.26			11.26
SAN RAFAEL	7.55			8.25		8.55		9.25				10.25			11.25
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Daily Ex. Sat., Sun. & Hol. Run	5	1	2	12	4	11	4	6			4	12		4	6
Saturday Run	5	1	2	12	4	11	4	6			4	12		4	6
Sunday and Holiday Run	5		4	11	4	12		10	4	1		6	1		10

Northward — FIRST CLASS

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662	530	660	528	658	656	526	654	524	652	650	522	648	646	520	644	STATIONS
Lv. Daily Ex. Sat. and Sun.	Lv. Daily	Lv. Sat. and Sun.	Lv. Sat. Only	Lv. Sat. Only	Lv. Daily Ex. Sat. & Sun.	Lv. Daily	Lv. Sat. and Sun.	Lv. Sat. Only	Lv. Sat. Only	Lv. Daily Ex. Sat. and Sun.	Lv. Daily	Lv. Sat. and Sun.	Lv. Sat. Only	Lv. Sat. Only	Lv. Daily Ex. Sun.	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
	2.45	2.45	2.15	2.15		1.45	1.45	1.15	1.15		12.45	12.45		12.15		SAN FRANCISCO
	3.17	3.17	2.47	2.47		2.17	2.17	1.47	1.47		1.17	1.17		12.47		SAUSALITO
	3.18	3.18	2.48	2.48		2.18	2.18	1.48	1.48		1.18	1.18		12.48		SAUSALITO
	3.31		3.01			2.31		2.01			1.31			1.01		CORTE MADERA
	3.33		3.03			2 33		2.03			1.33			1.03		BALTIMORE PARK
	3.35		3.05			2.35		2.05			1.35			1.05		LARKSPUR
	3.38		3.08			2.38		2.08			1.38			1.08		KENTFIELD
		3.35		3.05			2.35		2.05			1.35				ROSS
3.45	3.45	3.39	3.15	3.09	2.45	2.45	2.39	2.15	2.09	1.45	1.45	1.39	1.15	1.15	12.45	SAN ANSELMO
3.50		3.46		3.16	2.50		2.46		2.16	1.50		1.46	1.20		12.50	FAIRFAX
3.52		3.48		3.18	2.52		2.48		2.18	1.52		1.48	1.22		12.52	MANOR
	3.50		3.20			2.50		2.20			1.50			1.20		WEST END
	3.53		3.23			2.53		2.23			1.53			1.23		B STREET
	3.54		3.24			2.54		2.24			1.54			1.24		SAN RAFAEL
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
2	9				2	5				2	9				2	Daily Ex. Sat., Sun. & Hol. Run
	9	2	11	17		10	1	6	4&2		9	17	1	5	1	Saturday Run
	9	2				13	5				9	1				Sunday and Holiday Run

Southward — FIRST CLASS

STATIONS	643	645	523	647	649	651	525	653	527	655	657	529	659	661	531
	Ar. Sun. Only	Ar. Daily Ex. Sat. and Sun.	Ar. Daily	Ar. Sat. and Sun.	Ar. Sat. Only	Ar. Daily Ex. Sat. and Sun.	Ar. Daily	Ar. Sat. and Sun.	Ar. Sat. Only	Ar. Sat. Only	Ar. Daily Ex. Sat. and Sun.	Ar. Daily	Ar. Sat. and Sun.	Ar. Daily Ex. Sat. and Sun.	Ar. Daily
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
SAN FRANCISCO	12.32		1.32	1.32			2.32	2.32	3.02	3.02		3.32	3.32		4.02
SAUSALITO	12.00		1.00	1.00			2.00	2.00	2.30	2.30		3.00	3.00		3.30
SAUSALITO	11.55		12.55	12.55			1.55	1.55	2.25	2.25		2.55	2.55		3.25
CORTE MADERA			12.42				1.42		2.12			2.42			3.12
BALTIMORE PARK	11.43		12.40	12.43			1.40	1.43	2.10	2.13		2.40	2.43		3.10
LARKSPUR			12.39				1.39		2.09			2.39			3.09
KENTFIELD	11.40			12.40				1.40		2.10			2.40		
ROSS	11 38			12.38				1.38		2.08			2.38		
SAN ANSELMO	11.35	12.31	12.33	12.35	1.13	1.31	1.33	1.35	2.03	2.05	2.31	2.33	2.35	3.01	3.03
FAIRFAX	11.28	12.24		12.28	1.06	1.24		1.28		1.58	2.24		2.28	2.54	
MANOR	11.27	12.23		12.27	1.05	1.23		1.27		1.57	2.23		2.27	2.53	
WEST END			12.29				1.29		1.59			2.29			2.59
B STREET			12.26				1.26		1.56			2.26			2.56
SAN RAFAEL			12.25				1.25		1.55			2.25			2.55
	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Daily Ex. Sat., Sun. & Hol. Run		4	9			2	5				2	9		2	10
Saturday Run			9	4	1		10	1	11	17		9	2		10
Sunday and Holiday Run	4		9	1			13	5				9	2		11

For additional schedules see Time-Table No. 4.

‡No. 501 boat daily.

Time-Table No. 51

October 20, 1929

Northward — FIRST CLASS

STATIONS	680	542	678	540	676	538	674	536	672	670	534	668	666	532	664	Distance from San Francisco
	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily Ex. Sat. and Sun.	Lv. Daily	Lv. Sat. and Sun.	Lv. Daily Ex. Sat. and Sun.	Lv. Daily	Lv. Sat. and Sun.	
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
SAN FRANCISCO	6.15	5.45	5.45	5.15	5.15	4.45	4.45	4.15	4.15	....	3.45	3.45	....	3.15	3.15	0.0
SAUSALITO	6.47	6.17	6.17	5.47	5.47	5.17	5.17	4.47	4.47	....	4.17	4.17	....	3.47	3.47	6.5
SAUSALITO	6.48	6.18	6.18	5.48	5.48	5.18	5.18	4.48	4.48	....	4.18	4.18	....	3.48	3.48	6.5
CORTE MADERA	....	6.31	....	6.01	....	5.31	....	5.01	....	....	4.31	....	....	4.01	....	12.6
BALTIMORE PARK	....	6.33	....	6.03	....	5.33	....	5.03	....	....	4.33	....	....	4.03	....	13.0
LARKSPUR	....	6.35	....	6.05	....	5.35	....	5.05	....	....	4.35	....	....	4.05	....	13.4
KENTFIELD	....	6.38	....	6.08	....	5.38	....	5.08	....	....	4.38	....	....	4.08	....	14.7
ROSS	7.05	....	6.35	....	6.05	....	5.35	....	5.05	....	....	4.35	....	....	4.05	15.5
SAN ANSELMO	7.09	6.45	6.39	6.15	6.09	5.45	5.39	5.15	5.09	4.45	4.45	4.39	4.15	4.15	4.09	16.5
FAIRFAX	7.16	....	6.46	....	6.16	....	5.46	....	5.16	4.50	....	4.46	4.20	....	4.16	18.3
MANOR	7.18	....	6.48	....	6.18	....	5.48	....	5.18	4.52	....	4.48	4.22	....	4.18	18.8
WEST END	....	6.50	....	6.20	....	5.50	....	5.20	....	....	4.50	....	....	4.20	....	17.9
B STREET	....	6.53	....	6.23	....	5.53	....	5.23	....	....	4.53	....	....	4.23	....	18.5
SAN RAFAEL	....	6.55	....	6.25	....	5.55	....	5.25	....	....	4.55	....	....	4.24	....	19.0
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
Daily Ex. Sat., Sun. & Hol. Run	3	5	2	10	1	12	3	11	2	1	5		3	10		
Saturday Run	3	5	2	10	17	12	3	11	2		5	17		10	1&3	
Sunday and Holiday Run	3	10	2	11	1	9	5&3	12	2		10	1		11	5	

Southward — FIRST CLASS

STATIONS	663	665	533	667	535	669	537	671	539	673	541	675	543	677	679	545
	Ar. Sat. and Sun.	Ar. Daily Ex. Sat. and Sun.	Ar. Daily	Ar. Sat. and Sun.	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily Ex. Sun.	Ar. Daily
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
SAN FRANCISCO	4.02	....	4.32	4.32	5.02	5.02	5.32	5.32	6.02	6.02	6.32	6.32	7.02	7.02	....	7.32
SAUSALITO	3.30	....	4.00	4.00	4.30	4.30	5.00	5.00	5.30	5.30	6.00	6.00	6.30	6.30	....	7.00
SAUSALITO	3.25	....	3.55	3.55	4.25	4.25	4.55	4.55	5.25	5.25	5.55	5.55	6.25	6.25	....	6.55
CORTE MADERA	....	....	3.42	....	4.12	....	4.42	....	5.12	....	5.42	....	6.12	....	....	6.42
BALTIMORE PARK	3.13	....	3.40	3.43	4.10	4.13	4.40	4.43	5.10	5.13	5.40	5.43	6.10	6.13	....	6.40
LARKSPUR	....	....	3.39	....	4.09	....	4.39	....	5.09	....	5.39	....	6.09	....	....	6.39
KENTFIELD	3.10	....	....	3.40	....	4.10	....	4.40	....	5.10	....	5.40	....	6.10	....	....
ROSS	3.08	....	....	3.38	....	4.08	....	4.38	....	5.08	....	5.38	....	6.08	....	....
SAN ANSELMO	3.05	3.31	3.33	3.35	4.03	4.05	4.33	4.35	5.03	5.05	5.33	5.35	6.03	6.05	6.31	6.33
FAIRFAX	2.58	3.24	....	3.28	....	3.58	....	4.28	....	4.58	....	5.28	....	5.58	6.24	....
MANOR	2.57	3.23	....	3.27	....	3.57	....	4.27	....	4.57	....	5.27	....	5.57	6.23	....
WEST END	....	....	3.29	....	3.59	....	4.29	....	4.59	....	5.29	....	5.59	....	....	6.29
B STREET	....	....	3.26	....	3.56	....	4.26	....	4.56	....	5.26	....	5.56	....	....	6.26
SAN RAFAEL	....	....	3.25	....	3.55	....	4.25	....	4.55	....	5.25	....	5.55	....	....	6.25
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Daily Ex. Sat., Sun. & Hol. Run		1	5		11	2	9	3	10	1	5	2	8	3	1	9
Saturday Run	1		5	17	11	2	9	3	10	17	5	2	8	3	17	9
Sunday and Holiday Run	5		13	1	12	2	9	5	11	1	10	2	8	3		9

Time-Table No. 51

October 20, 1929

Northward — FIRST CLASS

STATIONS	558	696	556	694	554	692	552	690	688	550	686	684	546	682	544
	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv Daily Ex. Sun.	Lv. Daily	Lv. Sun. Only	Lv. Daily Ex. Sun.	Lv. Daily	Lv. Sun. Only	Lv. Daily Ex. Sun.	Lv. Daily	Lv. Sun. Only	Lv. Daily
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
SAN FRANCISCO	10.00	....	9.15	....	8.30	....	7.45	7.45	....	7.15	7.15	....	6.45	6.45	6.15
SAUSALITO	10.32	....	9.47	....	9.02	....	8.17	8.17	....	7.47	7.47	....	7.17	7.17	6.47
SAUSALITO	10.33	....	9.48	....	9.03	....	8.18	8.18	....	7.48	7.48	....	7.18	7.18	6.48
CORTE MADERA	10.43	....	9.58	....	9.13	....	8.31	....	....	8.01	....	....	7.31	....	7.01
BALTIMORE PARK	10.45	....	10.00	....	9.15	....	8.33	....	....	8.03	....	....	7.33	....	7.03
LARKSPUR	10.47	....	10.02	....	9.17	....	8.35	....	....	8.05	....	....	7.35	....	7.05
KENTFIELD	10.50	....	10.05	....	9.20	....	8.38	....	....	8.08	....	....	7.38	....	7.08
ROSS	....	....	....	....	....	....	....	8.35	....	....	8.05	....	....	7.35	....
SAN ANSELMO	10.56	10.11	10.11	9.26	9.26	8.45	8.45	8.39	8.15	8.15	8.09	7.45	7.45	7.39	7.15
FAIRFAX	....	10.16	....	9.31	....	8.50	....	8.46	8.20	....	8.16	7.50	....	7.46	....
MANOR	....	10.18	....	9.33	....	8.52	....	8.48	8.22	....	8.18	7.52	....	7.48	....
WEST END	11.01	....	10.16	....	9.31	....	8.50	....	....	8.20	....	....	7.50	....	7.20
B STREET	11.04	....	10.19	....	9.34	....	8.53	....	....	8.23	....	....	7.53	....	7.23
SAN RAFAEL	11.05	....	10.20	....	9.35	....	8.54	....	....	8.24	....	....	7.54	....	7.24
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Daily Ex. Sat., Sun. & Hol. Run	7	3	8	3	7	3	8		3	7		3	9		8
Saturday Run	7	3	8	3	17	3	8		3	7		3	9		8
Sunday and Holiday Run	7	3	8	3	7		8	3		7	2		9	1	8

Southward — FIRST CLASS

STATIONS	681	683	547	685	687	549	689	691	693	551	695	697	553	699	555
	Ar. Sun. Only	Ar. Daily Ex. Sun.	Ar. Daily	Ar. Sun. Only	Ar. Daily Ex. Sun.	Ar. Daily	Ar. Sun. Only	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily	Ar. Sun. Only	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
SAN FRANCISCO	7.32	....	8.02	8.02	....	8.42	8.42	....	....	9.40	9.40	....	10.25	....	11.10
SAUSALITO	7.00	....	7.30	7.30	....	8.10	8.10	....	....	9.05	9.05	....	9.50	....	10.35
SAUSALITO	6.55	....	7.25	7.25	....	8.05	8.05	....	....	9.00	9.00	....	9.45	....	10.30
CORTE MADERA	....	....	7.12	....	....	7.52	....	....	....	8.47	....	....	9.32	....	10.17
BALTIMORE PARK	6.43	....	7.10	7.13	....	7.50	7.53	....	....	8.45	8.48	....	9.30	....	10.15
LARKSPUR	....	....	7.09	....	....	7.49	....	....	....	8.44	....	....	9.29	....	10.14
KENTFIELD	6.40	....	....	7.10	....	....	7.50	....	....	....	8.45	....	....	....	....
ROSS	6.38	....	....	7.08	....	....	7.48	....	....	....	8.43	....	....	....	....
SAN ANSELMO	6.35	7.01	7.03	7.05	7.41	7.43	7.45	8.12	8.36	8.38	8.40	9.21	9.23	10.06	10.08
FAIRFAX	6.28	6.54	....	6.58	7.34	....	7.38	8.05	8.29	....	8.33	9.14	....	9.59	....
MANOR	6.27	6.53	....	6.57	7.33	....	7.37	8.04	8.28	....	8.32	9.13	....	9.58	....
WEST END	....	....	6.59	....	....	7.39	....	....	....	8.34	....	....	9.19	....	10.04
B STREET	....	....	6.56	....	....	7.36	....	....	....	8.31	....	....	9.16	....	10.01
SAN RAFAEL	....	....	6.55	....	....	7.35	....	....	....	8.30	....	....	9.15	....	10.00
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Daily Ex. Sat., Sun. & Hol. Run		2	7		3	8		3	3	7		3	8	3	7
Saturday Run		2	7		3	8		3	3	17		3	8	3	7
Sunday and Holiday Run	1		7	2		8	3			7	2	3	8	3	7

Time-Table No. 51

October 20, 1929

Northward — FIRST CLASS

STATIONS	706	704	564	702	562	700	560	698
	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
SAN FRANCISCO	....	....	1.00	....	11.45	....	10.45	....
SAUSALITO	....	....	1.32	....	12.17	....	11.17	....
SAUSALITO	....	....	1.33	....	12.18	....	11.18	....
CORTE MADERA	....	....	1.43	....	12.28	....	11.28	....
BALTIMORE PARK	....	....	1.45	....	12.30	....	11.30	....
LARKSPUR	....	....	1.47	....	12.32	....	11.32	....
KENTFIELD	....	....	1.50	....	12.35	....	11.35	....
ROSS	....	....	....	....	....	....	....	....
SAN ANSELMO	2.08	1.56	1.56	12.41	12.41	11.41	11.41	10.56
FAIRFAX	....	2.01	....	12.46	....	11.46	....	11.01
MANOR	....	2.03	....	12.48	....	11.48	....	11.03
WEST END	2.11	....	2.01	....	12.46	....	11.46	....
B STREET	2.14	....	2.04	....	12.49	....	11.49	....
SAN RAFAEL	....	....	2.05	....	12.50	....	11.50	....
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Daily Ex. Sat., Sun. & Hol. Run	3	3	7	3	7	3	8	3
Saturday Run	3	3	7	3	7	3	8	3
Sunday and Holiday Run	3	3	7	3	7	3	8	3

Southward — FIRST CLASS

STATIONS	701	557	703	559	705	707	*561	709
	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily
	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.
SAN FRANCISCO	....	11.55	....	12.55	....	....	....	....
SAUSALITO	....	11.20	....	12.20	....	....	....	....
SAUSALITO	....	11.15	....	12.15	....	....	1.30	....
CORTE MADERA	....	11.02	....	12.02	....	....	1.20	....
BALTIMORE PARK	....	11.00	....	12.00	....	....	1.18	....
LARKSPUR	....	10.59	....	11.59	....	....	1.16	....
KENTFIELD	....	....	....	....	....	....	1.13	....
ROSS	....	....	....	....	....	....	1.11	....
SAN ANSELMO	10.51	10.53	11.41	11.53	12.33	1.06	1.08	2.08
FAIRFAX	10.44	....	11.34	....	12.26	12.59	....	2.04
MANOR	10.43	....	11.33	....	12.25	12.58	....	2.03
WEST END	....	10.49	....	11.49	....	....	1.04	....
B STREET	....	10.46	....	11.46	....	....	1.01	....
SAN RAFAEL	....	10.45	....	11.45	....	....	1.00	....
	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.
Daily Ex. Sat., Sun. & Hol. Run	3	8	3	7	3	3	7	3
Saturday Run	3	8	3	7	3	3	7	3
Sunday and Holiday Run	3	8	3	7	3	3	7	3

For additional schedules see Time-Table No. 4.

* No. 561 stop on flag at all stations, San Rafael to Almonte.

SOUTHERN DIVISION

Northward — FIRST CLASS

922	402	920	400	918	916	914	912	910	908	906	904	902	900	Distance from San Francisco	Time-Table No. 51, October 20, 1929 — STATIONS
Lv. Daily Ex. Sun.	Lv. Daily Ex. Sat. and Sun.	Lv. Daily	Lv. Daily Ex. Sat. and Sun.	Lv. Sat. Only	Lv. Sat. Only	Lv. Sun. Only	Lv. Sun. Only	Lv. Sun. Only	Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.	Lv. Sun. Only	Lv. Daily Ex. Sun.		
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
5.15	5.15	4.45	4.45	1.45	12.45	10.45	9.45	8.45	....	....	....	....	....	0.0	SAN FRANCISCO
5.47	5.47	5.17	5.17	2.17	1.17	11.17	10.17	9.17	....	....	....	....	....	6.5	SAUSALITO
5.48	5.48	5.18	5.18	2.18	1.18	11.18	10.18	9.18	7.56	7.26	6.56	6.26	5.56	6.5	SAUSALITO
....	6.00	....	5.30	....	....	....	....	....	....	....	....	....	....	....	ALMONTE
6.00	....	5.30	....	2.30	1.30	11.30	10.30	9.30	8.08	7.38	7.08	6.38	6.08	13.0	BALTIMORE PARK
6.07	....	5.37	....	2.37	1.37	11.37	10.37	9.37	8.15	7.45	7.15	6.45	6.15	15.7	CALIFORNIA PARK
6.10	....	5.40	....	2.40	1.40	11.40	10.40	9.40	8.18	7.48	7.18	6.48	6.18	17.0	SAN RAFAEL
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
9	13	8	13						12	5	10		6		Daily Ex. Sat., Sun. & Hol. Run
9		8		5	11				12	5	10		6		Saturday Run
		8				12	5	6				6			Sunday and Holiday Run

Southward — FIRST CLASS

Time-Table No. 51, October 20, 1929 — STATIONS	901	903	905	907	909	911	913	915	917	919	401	921	403	923
	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Sun. Only	Ar. Sun. Only	Ar. Sun. Only	Ar. Sat. Only	Ar. Sat. Only	Ar. Sun. Only	Ar. Daily Ex. Sat. and Sun.	Ar. Daily	Ar. Daily Ex. Sat. and Sun.	Ar. Daily Ex. Sun.
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
SAN FRANCISCO	7.35	8.05	8.35	9.05	9.35	10.32	11.32	1.32	2.32	5.32	....	6.32	....	7.02
SAUSALITO	7.00	7.30	8.00	8.30	9.00	10.00	11.00	1.00	2.00	5.00	....	6.00	....	6.30
SAUSALITO	6.58	7.28	7.58	8.28	8.58	9.58	10.58	12.58	1.58	4.58	5.40	5.58	6.10	6.28
ALMONTE	....	....	....	....	....	....	....	....	....	....	5.32	....	6.02	....
BALTIMORE PARK	6.46	7.16	7.46	8.16	8.46	9.46	10.46	12.46	1.46	4.46	....	5.46	....	6.16
CALIFORNIA PARK	6.40	7.10	7.40	8.10	8.40	9.40	10.40	12.40	1.40	4.40	....	5.40	....	6.10
SAN RAFAEL	6.38	7.08	7.38	8.08	8.38	9.38	10.38	12.38	1.38	4.38	....	5.38	....	6.08
	A.M.	A.M	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Daily Ex. Sat., Sun. & Hol. Run	6	11	10	6							13	11	13	12
Saturday Run	6	11	10	6				11	5			7		12
Sunday and Holiday Run					6	5	12			8		12		

Northward — FIRST CLASS

926	924	Time-Table No. 51, October 20, 1929 — STATIONS
Lv. Daily Ex. Sun.	Lv. Daily	
P.M.	P.M.	
6.15	5.45	SAN FRANCISCO
6.47	6.17	SAUSALITO
6.48	6.18	SAUSALITO
		ALMONTE
7.00	6.30	BALTIMORE PARK
7.07	6.37	CALIFORNIA PARK
7.10	6.40	SAN RAFAEL
P.M.	P.M.	
12	11	Daily Ex. Sat., Sun. & Hol. Run
12	7	Saturday Run
	12	Sunday and Holiday Run

Southward — FIRST CLASS

Northward — FIRST CLASS

828	826	824	822	820	818	816	814	812	810	808	806	804	802	800	Distance from San Francisco	Time-Table No. 51, October 20, 1929 — STATIONS
Lv. Daily	Lv. Sat. Only	Lv. Daily	Lv. Sat. Only	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily Ex. Sun.		
P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
1.45	1.15	12.45	12.15	11.45	10.45	9.45	9.15	8.45	8.15	7.45	7.15	6.45	....	....	0.0	SAN FRANCISCO
2.17	1.47	1.17	12.47	12.17	11.17	10.17	9.47	9.17	8.47	8.17	7.47	7.17	....	....	6.5	SAUSALITO
2.18	1.48	1.18	12.48	12.18	11.18	10.18	9.48	9.18	8.48	8.18	7.48	7.18	6.30	6.00	6.5	SAUSALITO
2.28	1.58	1.28	12.58	12.28	11.28	10.28	9.58	9.28	8.58	8.28	7.58	7.28	6.35	6.05	9.9	ALMONTE
2.35	2.05	1.35	1.05	12.35	11.35	10.35	10.05	9.35	9.05	8.35	8.05	7.35	6.40	6.10	11.7	MILL VALLEY
P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
15		15		16	16	16	13	16	13	16	13	16	16	16		Daily Ex. Sat., Sun. & Hol. Run
15	13	15	13	16	16	16	13	16	13	16	13	16	16	16		Saturday Run
15		16		16	16	16	13	16	13	16	13	16	16			Sunday and Holiday Run

Southward — FIRST CLASS

Time-Table No. 51, October 20, 1929 — STATIONS	‡801	803	805	807	809	811	813	815	817	819	821	823	825	827	829	831
	Ar. Daily Ex.Sun.	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Sat. Only	Ar. Daily	Ar. Sat. Only	Ar. Daily	Ar. Sat. Only
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
SAN FRANCISCO	6.32	7.05	7.35	8.05	8.35	9.05	9.35	10.05	10.32	11.32	12.32	1.02	1.32	2.02	2.32	3.02
SAUSALITO	6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.00	11.00	12.00	12.30	1.00	1.30	2.00	2.30
SAUSALITO	5.56	6.26	6.56	7.26	7.56	8.26	8.56	9.26	9.56	10.56	11.56	12.26	12.56	1.26	1.56	2.26
ALMONTE	5.49	6.19	6.49	7.19	7.49	8.19	8.49	9.19	9.49	10.49	11.49	12.19	12.49	1.19	1.49	2.19
MILL VALLEY	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.45	11.45	12.15	12.45	1.15	1.45	2.15
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Daily Ex. Sat., Sun. & Hol. Run	16	16	16	13	16	13	16	13	16	16	16		15		15	
Saturday Run	16	16	16	13	16	13	16	13	16	16	16	13	15	13	15	13
Sunday and Holiday Run		16	16	13	16	13	16	13	16	16	16		16		15	

Northward — FIRST CLASS

862	860	858	856	854	852	850	848	846	844	842	840	838	836	834	832	830	Time-Table No. 51, October 20, 1929 — STATIONS
Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily Ex. Sat. and Sun.	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Sat. Only	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
10.45	10.00	9.15	8.30	7.45	7.15	6.45	6.15	5.45	5.45	5.15	4.45	4.15	3.45	3.15	2.45	2.15	SAN FRANCISCO
11.17	10.32	9.47	9.02	8.17	7.47	7.17	6.47	6.17	6.17	5.47	5.17	4.47	4.17	3.47	3.17	2.47	SAUSALITO
11.18	10.33	9.48	9.03	8.18	7.48	7.18	6.48	6.18	6.18	5.48	5.18	4.48	4.18	3.48	3.18	2.48	SAUSALITO
11.28	10.43	9.58	9.13	8.28	7.58	7.28	6.58	6.28	6.28	5.58	5.28	4.58	4.28	3.58	3.28	2.58	ALMONTE
11.33	10.48	10.03	9.18	8.35	8.05	7.35	7.05	6.40	6.35	6.05	5.35	5.05	4.35	4.05	3.35	3.05	MILL VALLEY
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
14	14	14	14	15	14	15	14	13	15	14	15	14	15	14	15		Daily Ex. Sat., Sun. & Hol. Run
14	14	14	14	15	14	15	14		15	14	15	13	15	13	15	13	Saturday Run
14	14	14	15	15	14	15	14		15	14	15	14	15	14	15		Sunday and Holiday Run

Southward — FIRST CLASS

Time-Table No. 51, October 20, 1929 — STATIONS	833	835	837	839	841	843	845	847	849	851	853	855	857	859	861
	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
SAN FRANCISCO	3.32	4.02	4.32	5.02	5.32	6.02	6.32	7.02	7.32	8.02	8.42	9.40	10.25	11.10	11.55
SAUSALITO	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30	8.10	9.05	9.50	10.35	11.20
SAUSALITO	2.56	3.26	3.56	4.26	4.56	5.26	5.56	6.26	6.56	7.26	8.06	9.00	9.45	10.30	11.15
ALMONTE	2.49	3.19	3.49	4.19	4.49	5.19	5.49	6.19	6.49	7.19	7.58	8.52	9.37	10.22	11.07
MILL VALLEY	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.54	8.48	9.33	10.18	11.03
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Daily Ex. Sat., Sun. & Hol. Run	15	14	15	14	15	14	15	14	15	14	15	14	14	14	14
Saturday Run	15	13	15	13	15	14	15	14	15	14	15	14	14	14	14
Sunday and Holiday Run	15	14	15	14	15	14	15	14	15	14	15	15	14	14	14

For additional schedules see Time-Table No. 4.

‡No. 801, boat daily.

SOUTHERN DIVISION

Northward FIRST CLASS			Southward FIRST CLASS	
866	864	Time-Table No. 51 October 20, 1929	863	865
Lv. Daily	Lv. Daily	STATIONS	Ar. Daily	Ar. Daily
A.M.	P.M.		A.M.	A.M.
1.00	11.45	SAN FRANCISCO	12.55	....
1.32	12.17	SAUSALITO	12.20	....
1.33	12.18	SAUSALITO	12.15	1.30
1.43	12.28	ALMONTE	12.07	1.22
1.48	12.33	MILL VALLEY	12.03	1.18
A.M.	A.M.		A.M.	A.M.
14	14	Daily Ex. Sat., Sun. & Hol Run	14	14
14	14	Saturday Run	14	14
14	14	Sunday and Holiday Run	14	14

For additional schedules see Time-Table No. 4.

TIBURON BOAT SERVICE.

SAN FRANCISCO TO TIBURON VIA SAUSALITO

Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Sat. Only	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	STATIONS	Dist.
P.M.	P.M	P.M.	P.M.	P.M.	P.M.	P.M.	P.M	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
10.45	10.00	9.15	7 45	6 15	5 15	4.15	3.15	2.15	1.45	12 45	11.45	10.45	9.45	8 45	7 45	6.45	SAN FRANCISCO	0.0
11.17	10.32	9.47	8 17	6 47	5 47	4.47	3.47	2.47	2 17	1 17	12.17	11.17	10 17	9 17	8 17	7.17	SAUSALITO	6.5
11.18	10.33	9.48	8 18	6 48	5 48	4.48	3.55	2.55	2.18	1 18	12.18	11.18	10 18	9 18	8 18	7.18	SAUSALITO	6.5
11.30	10.45	10.00	8 30	7.00	6.00	5.00	4.07	3.07	2.30	1 30	12.30	11.30	10 30	9 30	8.30	7.30	BELVEDERE	8.1
11.35	10.50	10.05	8.35	7.05	6.05	5.05	4.12	3.12	2.35	1.35	12.35	11.35	10 35	9.35	8 35	7.35	TIBURON	8.7
P.M.	P.M.	P.M.	P.M.	P.M	P.M.	P.M.	P.M.	P.M	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.		

TIBURON TO SAN FRANCISCO VIA SAUSALITO

STATIONS	Dist.	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Lv. Daily	Ar. Daily	Ar. Daily	Ar. Sat. Only	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily
		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
SAN FRANCISCO	0.0	7.35	8.35	9.35	10.32	11.32	12.32	1.32	2.32	3.32	4.32	5.32	6.02	7.02	8.42	9.40	11.10	11.52
SAUSALITO	6.5	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	5.30	6.30	8.10	9.05	10.35	11.20
SAUSALITO	6.5	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.45	5.28	6.28	8.05	9.00	10.30	11.15
BELVEDERE	8.1	6.43	7 43	8.43	9.43	10.43	11.43	12.43	1.43	2.43	3.43	4 33	5.16	6.16	7.53	8.48	10.18	11.03
TIBURON	8.7	6.35	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.25	5.08	6.08	7.45	8.40	10.10	10.55
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

INTERURBAN TRAINS will register at Sausalito.
STANDARD CLOCKS are located at Sausalito and San Rafael.
Interurban trains need not obtain clearance card at San Rafael.
Tie-up Interurban trains may run with current of traffic between B Street and San Rafael without train orders.

STOPS FOR PASSENGERS

SAN RAFAEL TRAINS

SOUTHWARD—Regular: San Rafael, B Street, West End, San Anselmo, Larkspur, Corte Madera.

Flag: Highland, Escalle (Baltimore Park when Detour trains not running), Alto (Pine when Manor trains are running).

To let off Passengers: Almonte, Pine.

NORTHWARD—Regular: Corte Madera, Larkspur, Kentfield, San Anselmo, West End, B. Street (Baltimore Park when Detour trains not running).

Flag: Alto, Chapman, Escalle, Highland (Baltimore Park when Detour trains are running).

To pick up Passengers: Almonte.

To let off Passengers boarding train Almonte and north: Ross, Bolinas Avenue.

NOTE—Regular and flag stops in both directions, Almonte to San Anselmo inclusive, when Manor trains not running.

MANOR TRAINS

SOUTHWARD—Regular: All stations Manor to Kentfield inclusive.

Flag: Chapman (Waldo, Except Nos. 613, 617, 621, 625).

To let off Passengers: Escalle, Larkspur, Baltimore Park, Corte Madera, Alto, Almonte.

NORTHWARD—Regular: All stations Ross to Manor inclusive. (Except No. 612 flag all stations.)

NOTE—Passengers for Bolinas Avenue, Ross and Kentfield, boarding trains San Rafael to Highland inclusive, will transfer to Manor trains at San Anselmo.

SAN RAFAEL VIA DETOUR TRAINS

Regular: Baltimore Park.

Flag: California Park, Green Brae. (Manzanita, Waldo for Nos. 901, 903, 905, 907.)

To let off Passengers from Southward trains: Boarding train south of San Rafael, Alto.

NOTE—Passengers from California Park and Green Brae for stations between Baltimore Park and San Anselmo will transfer to San Rafael trains at Baltimore Park.

MILL VALLEY TRAINS

SOUTHWARD—Regular: Locust Avenue, Park Avenue.

Flag: High School, Almonte (Manzanita, except Nos. 805, 807, 809, 811, daily except Sunday.)

(Waldo when Manor trains not running except Nos. 805, 807, 809, 811, daily except Sunday).

(Pine when Manor trains not running.)

NORTHWARD—Regular: Locust Avenue, Park Avenue.

Flag: Almonte, High School. (When Almonte Local not running Pine, Waldo, Manzanita, Almonte.)

ROSTER OF RUNS.

Where Tie-up is shown at San Rafael, equipment will be tied up at B Street.

MANOR AND SAN RAFAEL
Daily Except Sundays and Holidays.*

Run Number	INITIAL STATION OF RUN	STARTING TIME	TERMINAL STATION OF RUN	Run Finishes as Below	Relieved by Run Number
1	Manor	6.27 a.m.	San Anselmo	9.09 a.m.	4
	Ex. Sat. San Ans.	10.15 a.m.	Manor	10.22 a.m.	Tie-up
	Manor	3.23 p.m.	San Anselmo	3.31 p.m.	Tie-up
	San Anselmo	4.45 p.m.	San Anselmo	6.31 p.m.	Tie-up
	Sat. San Anselmo	12.45 p.m.	San Anselmo	4.09 p.m.	3
2	Manor	6.57 a.m.	San Anselmo	8.31 a.m.	Tie-up
	Ex. Sat. San Ans.	12.45 p.m.	San Anselmo	7.01 p.m.	Tie-up
	Sat. San Anselmo	10.15 a.m.	Manor	10.22 a.m.	Tie-up
	Sat. San Anselmo	2.09 p.m.	San Anselmo	7.01 p.m.	Tie-up
3	San Anselmo	4.15 p.m.	B Street	2.14 a.m.	Tie-up
	Sat. San Anselmo	4.09 p.m.	B Street	2.14 a.m.	Tie-up
4	B Street	5.10 a.m.	San Anselmo	12.31 p.m.	Tie-up
	Sat. B Street	5.10 a.m.	San Anselmo	2.09 p.m.	2
5	San Rafael	6.55 a.m.	Sausalito	8.25 a.m.	Tie-up
	San Rafael	12.54 p.m.	San Rafael	6.55 p.m.	Tie-up
	Sat. Sausalito	12.48 p.m.	San Rafael	6.55 p.m.	Tie-up
6	San Rafael	5.25 a.m.	San Rafael	12.54 p.m.	5
	Sat. San Rafael	5.25 a.m.	Sausalito	11.55 a.m.	10
	Sat. Sausalito	1.48 p.m.	San Rafael	2.24 p.m.	Tie-up
7	San Rafael	6.55 p.m.	San Rafael	2.05 a.m.	Tie-up
	Sat. San Rafael	5.38 p.m.	San Rafael	8.24 p.m.	17
	Sat. San Rafael	10.00 p.m.	San Rafael	2.05 a.m.	Tie-up
8	Sausalito	5.18 p.m.	San Rafael	11.50 p.m.	Tie-up
9	San Rafael	12.25 p.m.	Sausalito	5.18 p.m.	12
	Sausalito	5.48 p.m.	San Rafael	7.54 p.m.	Tie-up
10	San Rafael	6.25 a.m.	San Rafael	8.54 a.m.	Tie-up
	San Rafael	2.55 p.m.	San Rafael	6.25 p.m.	Tie-up
	Sat. Sausalito	11.54 a.m.	San Rafael	6.25 p.m.	Tie-up
11	San Rafael	5.55 a.m.	San Rafael	10.24 a.m.	Tie-up
	Sat. San Rafael	12.38 p.m.	San Rafael	5.25 p.m.	7
	Ex.Sat.SanRafael	3.55 p.m.	San Rafael	6.40 p.m.	7
12	San Rafael	7.25 a.m.	San Rafael	12.20 p.m.	9
	Sausalito	5.18 p.m.	San Rafael	7.10 p.m.	Tie-up
13	Mill Valley	7.15 a.m.	Mill Valley	10.05 a.m.	Tie-up
	Ex. Sat. Sausalito	5.18 p.m.	Mill Valley	6.40 p.m.	Tie-up
	Sat. Mill Valley	12.15 p.m.	Mill Valley	5.05 p.m.	14
17	Sausalito	1.18 p.m.	San Anselmo	6.31 p.m.	Tie-up
	San Rafael	8.30 p.m.	San Rafael	9.55 p.m.	7

Crews run 5, 6, 7, 8, 9, 10, 11, 12 and repeat.
Runs 1, 2, 3, 4, and 13 assigned.
Run 17, Saturday only.

MANOR AND SAN RAFAEL
Sundays and Holidays.*

Run Number	INITIAL STATION OF RUN	STARTING TIME	TERMINAL STATION OF RUN	Run Finishes as Below	Relieved by Run Number
1	San Anselmo	9.45 a.m.	Manor	1.48 p.m.	2
	Manor	3.27 p.m.	Manor	7.48 p.m.	Tie-up
2	Manor	2.27 p.m.	Sausalito	9.00 p.m.	Tie-up
3	San Anselmo	5.39 p.m.	B Street	2.14 a.m.	Tie-up
4	B Street	5.40 a.m.	San Anselmo	12.39 p.m.	5
5	San Rafael	7.55 a.m.	San Rafael	10.40 a.m.	Tie-up
	San Anselmo	12.39 p.m.	San Anselmo	5.39 p.m.	3
6	San Rafael	5.55 a.m.	San Rafael	9.40 a.m.	Tie-up
	San Rafael	10.25 a.m.	San Rafael	12.25 p.m.	9
7	San Rafael	6.55 p.m.	San Rafael	2.05 a.m.	Tie-up
8	San Rafael	4.38 p.m.	San Rafael	11.50 p.m.	Tie-up
9	San Rafael	12.25 p.m.	San Rafael	7.54 p.m.	Tie-up
10	San Rafael	7.25 a.m.	Sausalito	11.55 a.m.	13
	Sausalito	4.18 p.m.	San Rafael	6.55 p.m.	Tie-up
11	San Rafael	6.25 a.m.	San Rafael	9.54 a.m.	6
	San Rafael	2.55 p.m.	San Rafael	6.25 p.m.	Tie-up
12	San Rafael	8.55 a.m.	San Rafael	11.40 a.m.	Tie-up
	San Rafael	3.55 p.m.	San Rafael	6.40 p.m.	7
13	Mill Valley	7.15 a.m.	Mill Valley	10.05 a.m.	Tie-up
	Sausalito	12.18 p.m.	Sausalito	3.55 p.m.	10

Crews run 5, 6, 7, 8, 9, 10, 11, 12 and repeat.
Runs 1, 2, 3, 4 and 13 assigned.

MILL VALLEY
Daily Except Sundays and Holidays.*

Run Number	INITIAL STATION OF RUN	STARTING TIME	TERMINAL STATION OF RUN	Run Finishes as Below	Relieved by Run Number
14	Mill Valley	3.15 p.m.	Mill Valley	8.05 p.m.	Tie-up
	Sat. Mill Valley	5.15 p.m.	Mill Valley	8.05 p.m.	Tie-up
	Mill Valley	8.48 p.m.	Mill Valley	1.48 a.m.	Tie-up
15	Mill Valley	12.45 p.m.	Mill Valley	8.35 p.m.	14
16	Mill Valley	5.45 a.m.	Mill Valley	12.35 p.m.	15

Crews Run 15, 16 and repeat.
Run 14 assigned.

MILL VALLEY
Sundays and Holidays.*

Run Number	INITIAL STATION OF RUN	STARTING TIME	TERMINAL STATION OF RUN	Run Finishes as Below	Relieved by Run Number
14	Mill Valley	3.15 p.m.	Mill Valley	8.05 p.m.	Tie-up
	Mill Valley	9.33 p.m.	Mill Valley	1.48 a.m.	Tie-up
15	Mill Valley	1.45 p.m.	Mill Valley	9.18 p.m.	14
16	Mill Valley	6.15 a.m.	Mill Valley	1.35 p.m.	15

Crews Run 15, 16 and repeat.
Run 14 assigned.

PREPARATORY AND TIE-UP TIME TRAIN AND ENGINEMEN

	Between B ST. and SAN RAFAEL	SAN RAFAEL	Between B ST. and MANOR	MANOR	SAUSALITO	MILL VALLEY		ALL OTHER POINTS
						Main Track	Track 1	
Preparatory	15″	5″	10″	10″	5″	5″	5″	See Note
Tie-up	10″	5″	5″	5″	5″	5″	10″	See Note

NOTE:—At all other points where Crews relieve one another, equipment being ready and waiting and no switching required, no preparatory or tie-up time allowed. Swing Brakemen will be allowed five minutes preparatory and five minutes tie-up time at commencement and end of their runs.

*HOLIDAYS.

Memorial Day, Independence Day, Labor Day.
When Holiday falls on Sunday, following Monday is recognized as the Holiday.

SPECIAL INSTRUCTIONS.

Where in Rules and Regulations of the Transportation Department, the direction East or West appears, North has the same meaning as East, and South the same as West.

When a section of double track is singled by form D-S, southward trains are superior to trains of the same class in the opposite direction.

When a train order signal indicates "proceed" in both directions by day, and in addition the light indicates "proceed" by night, the train order office is closed. When train order office is "open," both semaphore arms must not indicate "proceed" at the same time.

When the route "Via Cut Off" appears in a train order, the double track, 1.3 miles in length, between Baltimore Park and Detour, is referred to.

Trains moving with current of traffic between Sausalito and San Rafael, via Detour and via San Anselmo, and between San Anselmo and Manor will be governed by automatic block signals irrespective of time-table superiority. Freight trains must not delay passenger trains. Interurban trains must be given preference over steam trains.

Trains running on double track must use right hand track and move with the current of traffic unless otherwise authorized by train order and under protection.

Movement of trains OVER SINGLE TRACK between ALMONTE and MILL VALLEY, between SAN ANSELMO and SOUTH END OF DOUBLE TRACK TOWARD WEST END STATION and between B STREET and WEST END Station will be governed by automatic signals. Trains finding such signals at "proceed" may move over these sections of track irrespective of time table superiority except when in receipt of train order restricting such privilege and specifying manner of movement.

Caution must be exercised by trainmen and enginemen moving over single track between Almonte and Mill Valley, between San Anselmo and south end of double track toward West End Station and between B Street and West End Station; in case of heavy storms, fogs, or other cause, rendering view obscure, trains must move only under control, or under protection of flagman.

When automatic block signal on single track indicates stop, and it is necessary to send a flagman in advance, train will wait not less than five minutes after the flagman has started. (Rule 504.)

When automatic block signal on double track indicates stop, train may, after stopping, proceed under control until arriving at next automatic block signal.

Trainmen must not depend upon automatic block signals to protect their trains, but whenever necessary must see that train is protected, per Rule 99.

When southward steam trains are scheduled to connect with electric trains at Manor, electric trains will wait five minutes if necessary for such connections

Electric trains with dead time at San Rafael must clear station while steam trains are making station stop, except when by so doing, departure of electric trains will be delayed.

10 (G). When an unattended red signal, except a fixed signal or fusee, is displayed on or near the track, train, after stopping, must be preceded for a distance of one-half mile by a flagman who must carefully examine track and structures.

10 (H). A yellow signal will be displayed to the right of the track, in the direction of movement, ½ mile each side of structure or track over which speed of trains must be restricted.

Where there are two or more main tracks, yellow signals will be displayed on each track affected, the same as if they were single tracks.

A yellow signal, so displayed, requires that trains must run at a speed not exceeding 10 miles per hour, or at the rate of speed specified by train order or by bulletin; the restricted movement to be continued until, in the judgment of the engineman, the entire train has passed over the structure or the track affected.

Slow boards, where used, will be similarly placed and observed.

Rule D-19. Markers by day on electric trains are discontinued except in foggy weather.

SIGNALS.

Signal No. E-182 at E Street, normal position is STOP. There is a preliminary beginning at signal No. E-180.

Signal No. E-185 at B Street, normal position is STOP. There is a preliminary beginning at preliminary post 360 feet north of signal. Train will approach these signals under control, prepared to stop if signal is at STOP.

Permissive signal located on mast of Interlocking signal opposite Tower No. 4 governs movement of southward trains through interlocking limits from San Rafael route, when track circuit on northward main track within interlocking limits is occupied or obstructed. When yellow light is displayed in this signal train and engine movements over this track section must be made under control and when necessary under protection of flagman.

SIGNALS AT INTERLOCKING PLANTS.

At all interlocking plants when enginemen desire to use superior route, they will give one long sound of whistle; and when desiring to use inferior route will give one long and one short sound of the whistle as a signal to Towerman.

LOCATION OF DASH POT SPRING SWITCHES.

Main Track to Track No. 1, Mill Valley.
Ends of double track either end of Tunnel No. 1.
Junction Tiburon route and northward main track Detour.
Ends of double track between B Street and West End.
End of double track between West End and San Anselmo.
North and south end crossover "A" Manor.

TUNNEL No. 1, BETWEEN ALTO AND CHAPMAN

Movement of trains on single track will be irrespective of time table superiority, and governed by automatic block signals as follows:

South End: Signal 116, normal position is STOP. There is a preliminary beginning at signal 114.

North End: Signal 121, normal position is STOP. There is a preliminary beginning at preliminary post 1000 feet north of Signal 121.

Trains will approach these signals under control, prepared to stop if signal is at stop position.

In case of stop, having waited five minutes, should signal not change to "Proceed" position or should signal not change to "Stop" position as train strikes insulated joints at signal, and a train cannot be seen or heard within the limits of the block, train may proceed under protection of flagman.

Approaching signal, Conductor must observe position of signal and speed of train. On passenger trains Conductor will station himself near forward end of train, on car platform. When signal is at "Proceed," Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal. Conductor and engineman must observe whether signal changes from "Proceed" to "Stop" position as train strikes insulated joints at signal. Should engineman not be able to observe whether signal changes, he will require fireman to observe it and to notify him whether it changes. When signal so changes, Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal.

On freight trains, approaching signal, head brakeman must station himself in engine gangway on side on which signal is located; must observe position of signal and speed of train; must observe whether signal changes from "Proceed" to "Stop" position as train strikes insulated joints at signal; and must advise engineer of such observation.

Northward trains must not exceed speed of 10 miles per hour in passing over switches at either end of tunnel.

TRACKMAN'S CALL.

Four long sounds of the whistle, followed by four short sounds, is Trackman's Call. Trackmen, upon hearing the signal by day or night, will immediately proceed to answer it, and engineers will use same only for calling trackmen when assistance is needed, such as when stock is on track, or anything that requires the immediate attention of track force. Engineers must understand that this is for cases of necessity, and must not be used otherwise. If necessary, in using this signal, trains will come to a stop to notify the first section gang they meet that their assistance is needed.

Trackmen will keep their men familiar with this.

SPEED RESTRICTIONS

Trains must not exceed the following maximum speeds (shown in miles per hour)

BETWEEN	Passenger	Freight
Sausalito and San Rafael via Detour	50	30
Almonte and Mill Valley	45	25
Baltimore Park and Manor	45	25
San Anselmo and San Rafael	45	25

except that maximum speeds shown below must not be exceeded

PAGE	BETWEEN	Passenger	Freight
2-3-4	Through Tunnel No. 1, M.P. 11.9, between Alto and Chapman	35	25
2-3-4	Corte Madera, road crossing north of station platform	20	20
2-3-4	Baltimore Park, through switches interlocking	12	12
2-3	Larkspur, road crossing north of station platform	20	20
2-3	Kentfield, road crossing south of station platform	20	20
2-3	Ross, road crossing north of station platform	10	10
2-3-4	San Rafael, within city limits	10	10

Train movements governed by short-arm or dwarf signals must be made under control (speed not to exceed 10 miles per hour), and position of switches observed, as such signals govern movements of various interlocking sections.

Trains must not exceed 10 miles per hour through Crossovers and Turnouts.

Enginemen must use judgment in rounding curves and handle train at moderate rate of speed. The speed as shown for the different territories is the maximum allowable on straight track, and light curves where safe.

YARD LIMITS.

Sausalito, Pine, Waldo, one yard; Bolinas Avenue, San Anselmo, one yard; Fairfax, Manor, one yard; B Street, San Rafael, California Park, one yard.

SAUSALITO.

Train movements in and out of Sausalito Yard will be governed by signals controlled by Operators in Tower No. 1.

As soon as passengers are aboard train at Sausalito Conductor will immediately give starting signal. Upon receiving such signal Manor train will immediately pull up to the board and proceed, if clear. When Manor and cut-off trains are not running San Rafael train will follow same procedure and other trains will follow in their order but must not start until they receive signal from conductor.

If train is unable to proceed, engineman will give one short, one long, one short and one long sound of the whistle (thus: — ——— — ———) to indicate to towerman that he cannot accept the signal.

Interurban trains will leave Sausalito Yard in the following order: Manor, Cut-off, San Rafael via San Anselmo, Mill Valley, Almonte local.

ALMONTE.

Operator in Tower No. 2 controls movement of trains through junction switches.

BALTIMORE PARK.

Junction switches between tracks, Sausalito-San Anselmo and Sausalito-Detour routes and signals connected therewith, will be controlled by Towerman in Tower No. 3, train movements to be governed by such signals. Southward trains from Detour will approach signal under control. Derailer is operated in conjunction with this signal.

Detour route is superior.

SAN ANSELMO.

Train movements over junction switch in front of station, and over cross-over are governed by signals controlled by Operator in Tower No. 4.

Single-arm interlocking signal located south of station governs northward train movements into station. Double-arm interlocking signal located at north end of station governs train movement to Manor and San Rafael routes.

Manor route is superior.

SAN RAFAEL.

Double track extends to Mission Street. Switch at Mission Street will be handled by switch-tender daily from 7:45 a.m. to 12:15 p.m., and from 1:15 p.m. to 6:45 p.m. Between 12:15 p.m. and 1:15 p.m., this switch will be handled by trainmen. Normal position of switch will be for southward track. From 6:45 p.m. to 7:45 a.m. southward track between Mission Street and Irwin Street will be used as single track. Switches inside the interlocking limits will be controlled and operated by towerman in Tower No. 5.

MANOR.

Northward track between Signal B-186 and north switch will be known as Track No. 1.

Southward track between Signal B-186 and east switch will be known as Track No. 2.

First crossover south of Signal B-187 will be known as Crossover "A."

Second crossover south of Signal B-187 will be known as Crossover "B."

Signal B-186 located on northward track 2500 feet north of Signal B-182 will govern northward train movements to Signal B-187 on Track No. 1 or through Crossover "A" to Track No. 2.

Signal B-186 will be normally at stop and will clear when train is on preliminary, if no train on either Track No. 1 or 2 or Crossover "A" or "B" between this signal and Signal B-187.

Signal B-187 located 400 feet south of Manor Station on Track No. 2, will govern movements of southward trains on Tracks 1 and 2 and through Crossover "A" and "B" to Signal B-186.

Trains will approach these signals prepared to stop. If signal at "STOP" position, trains may proceed under protection of flagman.

Train movements on Tracks 1 and 2, between Signal B-187 and north switch will be made under control.

Normal position of switches, Crossover "A."
South switch for crossover.
North switch for Track No. 2.
Normal position of switches, Crossover "B."
South switch for Track No. 2.
North switch for Track No. 1.

Electric trains will use Track No. 2 in making station stops at Manor.

Northward steam trains will use Track No. 1.

Southward steam trains will use Track No. 1 to north switch Crossover "B."

DETOUR

Switch indicator located at north switch crossover, will govern train movements through crossover from southward to northward main track. (Rules 511 and 513.)

"Proceed" is indicated when arm is in vertical position; "stop" when in horizontal position.

Train movements Tiburon route to northward main track will be governed by automatic light signal located 300 feet south of junction switch. (Rule 510.) Trains must approach this signal under control.

Normal position junction switch is for northward main track.

J. L. HALEY,
Trainmaster.

R. D. SHUGRUE,
Chief Train Dispatcher.

MAP
OF THE
INTERURBAN LINES
NORTHWESTERN PACIFIC R.R. CO.
MILES
SAN PABLO
BAY
SAN FRANCISCO BAY
PACIFIC OCEAN
GOLDEN GATE
SAN FRANCISCO
RICHARDSON BAY
SAN ANSELMO
SAN RAFAEL
ROSS
LARKSPUR
MILL VALLEY
SAUSALITO
TIBURON
Manor
Fairfax
Pastori
Lansdale
Yolanda
Red Hill 502 ft.
Highland
West End
B Street
Bolinas Ave.
Kentfield
Green Brae
Escalle
Baltimore Park
Corte Madera
Chapman
Tunnel
Alto
Park Ave.
Locust Ave.
High School
Almonte
Manzanita
Waldo
Pine
Muir Woods
Mt Tamalpais 2592 ft.
M. T. & M. W. R.
To Willits
City Limits
California Park
San Quentin
Detour
San Clemente
California Pt.
Reed
Chauncey Pt.
Hilarita
Bluff Pt.
BELVEDERE
Peninsula Pt.
RACCOON STRAIT
ANGEL ID.
Strawberry Pt.
Cavallo Pt.
Pt. Bonita
Pt. Diablo
Fort Pt.
Black Pt.
North Pt.
ALCATRAZ ID.
MARIN IDS.
San Pedro Pt.
San Pablo Pt.
Molate Pt.
Castro Pt.
RED ROCK
Richmond Pt.
CONTRA COSTA CO.
MARIN CO.
MARIN CO
SAN FRANCISCO CO
NORTHWESTERN PACIFIC
N. W. P. R. R.